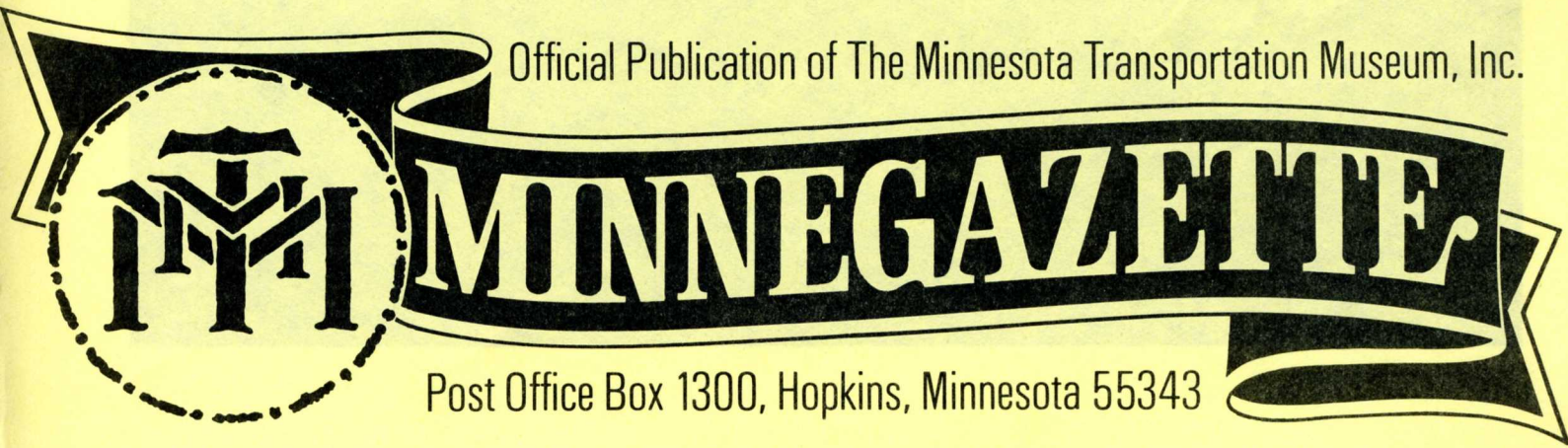




Official Publication of The Minnesota Transportation Museum, Inc.



Post Office Box 1300, Hopkins, Minnesota 55343

ABOUT THE COVER

This quiet night scene was captured shortly after the arrival of Duluth streetcar No. 265 in September. No. 265 sits in the new car barn with its **Woodland** destination while No. 1300 with its **Como-Harriet** designation stands alongside. No. 1300's car barn is behind the car, under the bridge.

The brickwork is courtesy of MTM volunteer members who, this past summer, turned this dirt area into an old-fashioned brick street, reminiscent of many with streetcar lines in the Twin Cities. Another view (below) shows No. 1300 a little further down the mainline (both photos by Mike Buck).

NOTICE OF GENERAL MEMBERSHIP MEETINGS

The next general membership meeting is at 8:00 pm on Tuesday, December 9 at the Northern States Power Co. (NSP) auditorium at 414 Nicollet Mall in downtown Minneapolis. Our entertainment program of steam and streetcar films is still being lined up. We can only hope that they will be as good as the films from our last meeting which featured rarely-shown (never?) black-and-white and color 16mm movies of the last runs of the Inter-Campus Special streetcar line in June 1954.

Looking ahead, the next meeting will be our annual meeting with the election of officers for the 1981 board which will be held at 8:00 pm on Tuesday, Jan. 13, 1981 at the Burlington Northern auditorium at 176 E. 5th St. in downtown St. Paul.



PRESIDENT'S MESSAGE

As you learned at the last membership meeting, our by-laws have been revised to create superintendent positions for next year, serving with the vice presidents of our various activities. I am most happy at the number of you who have offered to take one of these positions. We cannot grow and expand our activities unless more responsibility is shared by more of us, and your response shows awareness of that fact.

As of next year, we will have an official organization chart (just like the big guys have) which will show the superintendent positions. These positions have not yet been finalized, and MTM needs your ideas in how they should be formulated. The board of directors will take up this question and have the chart prepared to present at the January annual meeting. Please contact me or any of your elected officers if you have ideas to contribute.

The chart shown below is not final or official, but it indicates the direction we are headed. Please give it your consideration, and don't be bashful about volunteering. A volunteer organization can't survive without lots of volunteers.

Happy Holidays
Bill Graham, President



1300 TO BE MA BELL'S 1981 COVER GIRL!

A 9" x 11" full color picture of streetcar No. 1300 soon will be delivered to every household and business in Minneapolis and 80 neighboring communities. Yes, 1300 has been chosen by Northwestern Bell Telephone Company to grace the covers of the 1981 Minneapolis white pages telephone directories!

Northwestern Bell shot several rolls of film of our old girl in September and had many excellent shots to choose from. A scene showing 1300 near the William Berry bridge was selected. We have been given permission to reproduce the cover in a future Minnegazette for those members who otherwise might not see it.

An excellent writeup of 1300, MTM, and Twin City Rapid Transit Co. is on an inside page along with a reference to major light rail transit decisions for the Twin Cities which will be made in the coming year.

Deliveries are scheduled to begin December 16 and take about two weeks to distribute the **800,000** copies.

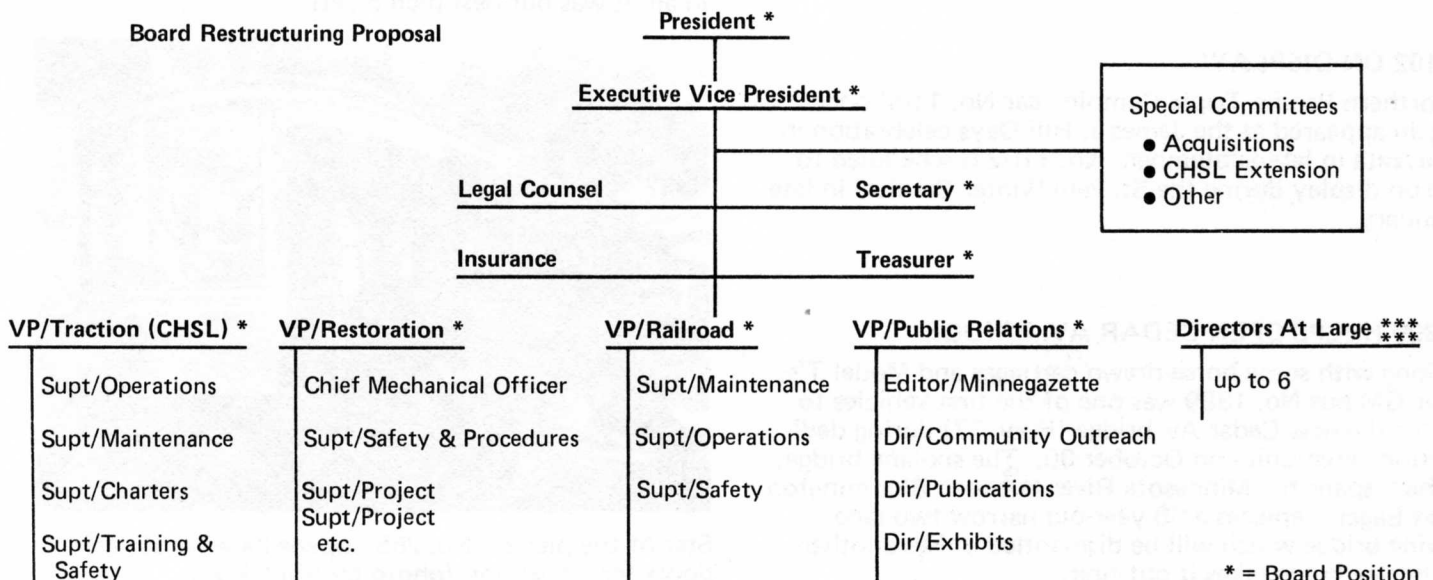
COMO-HARRIET COUNT PASSES 51,000

Through October, the Como-Harriet Streetcar Line is showing a noticeable slowdown in ridership. October's totals were only 1,728 in eight operating days, bringing our 1980 total in regular service to 47,741 passengers. While that is well behind last year in regular ridership, our charter count is up to 3,400+ this year giving us a grand total of just over 51,100 with November traffic yet to be counted. We are still operating - weather permitting. A final accounting will be tabulated in the next issue of the Minnegazette.

John Prestholdt
V. P., Vehicle Operations

MINNESOTA TRANSPORTATION MUSEUM, INC.

Board Restructuring Proposal



ANNUAL DUES PAYMENT TIME COMING

How quickly time flies! It's time to send out applications for membership renewal for 1981 already. The dues deadline for 1981 is March 15, 1981. Please refer to the dues enclosure with this Minnegazette for details on payment of your 1981 dues.

Effective immediately, Scott Hiederich has resigned as membership secretary so that he can spend more time on the restoration duties of the museum. We thank Scott for his fine work in keeping track of the 300 of us the past two years. Taking his place is MTM's former board secretary, Ray Bensen Sr. Please send all dues payments directly to Ray or contact him in regards to any questions about membership.

Ray Bensen Sr., Membership Secretary
4832 York Avenue South
Minneapolis, MN 55410
(612) 922-4706

RAILROAD OPERATORS TRAINING COMMITTEE

After many years of hoping and planning, the beginning of actual operation of a museum railroad is drawing near. The Northern Pacific steam engine No. 328 will be operational in 1981, hopefully on our own railroad.

With this in mind, we must begin to prepare our members on how to run a railroad. A new group, the Railroad Operators Training Committee, will soon be forming to work out the details on how such a training program should be set up and implemented.

We are looking for anyone with railroad experience or knowhow to join this committee or to aid us in setting up a training program. The training will cover all aspects of railroading from engineer, fireman, and brakeman, to conductor.

If you can help us get off "on the right track," please call Bob Ball at 521-4013. We want to be ready in '81, the year of steam power!

1102 ON DISPLAY

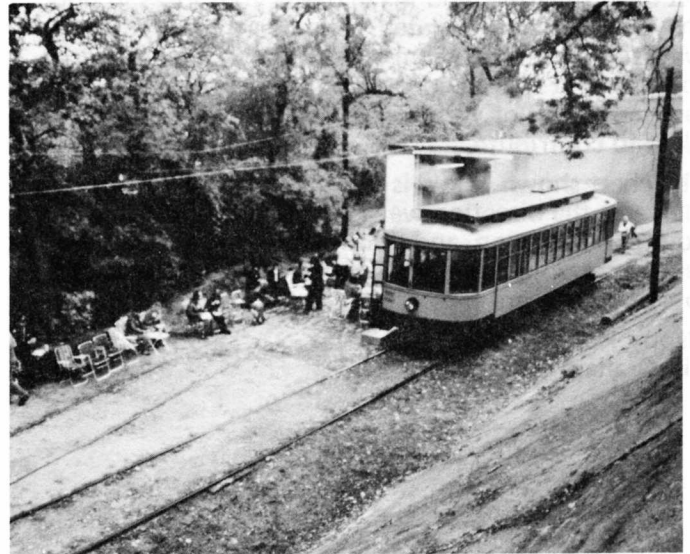
Northern Pacific Triple Combine car No. 1102 once again appeared at the James J. Hill Days celebration in Wayzata in late September. No. 1102 is scheduled to be on display during the St. Paul Winter Carnival in late January.

1399 HELPS OPEN CEDAR AV. BRIDGE

Along with some horse-drawn carriages and Model T's, our GM bus No. 1399 was one of the first vehicles to cross the new Cedar Av. bridge (Hwy. 77) during dedication ceremonies on October 30. The six-lane bridge, which spans the Minnesota River between Bloomington and Eagan, replaces a 90-year-old narrow two-lane swing bridge which will be dismantled unless another runaway barge takes it out first.

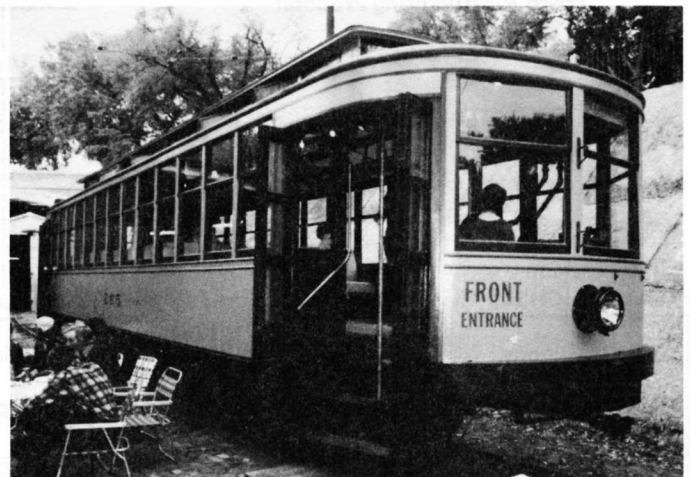
MTM PICNIC

Over 300 MTM members, family, and friends showed up at the 4th Annual Streetcar Company Picnic on September 28, making it our most successful picnic by far. Early afternoon showers didn't keep many members away as they were all anxious to get their first look at Duluth streetcar No. 265. An unannounced treat was the first-time appearance also of our two recently-restored buses at the picnic. In addition to the usual free streetcar rides, free bus rides were given to the picnickers aboard GM bus No. 1399. Mack No. 630 still has some front end problems and was available for display purposes only.



Picnickers converged inside and out of the new carbarn with No. 265 alongside (photo by Phil Epstein).

Many thanks to the Sandbergs, the Snyders, the Hiederichs, and others who helped make this picnic a tremendous success. And thanks to Herb Pinske for providing his one-man band for that great old-tyme music. Mike Buck introduced a dazzling new multi-projector color slide and sound show featuring the activities of MTM to be shown at our public appearances this winter. All in all, it was our best picnic yet!



Star of the picnic - No. 265 - opens its wide 52-inch doors for inspection (photo by Bill Olson).

THANK YOU, CHSL WORKERS!

Thank you to you members who came out to the Como-Harriet Streetcar Line this summer to work on the construction and maintenance of the line. I give my heartfelt thanks.

George Isaacs
V. P., Construction and Maintenance

**CHARTER RUN, A SPECIAL DAY**

Charter schedules, while considered a normal part of Como-Harriet Streetcar Line operations, are, still very special occasions for operators and passengers. Such was the case for members of Miss Wood's Alumnae group, who celebrated their annual reunion with a special charter ride aboard car 1300, September 13.

Miss Wood's School was an early 20th century training institution for kindergarten teachers, and was located in the Twin Cities, providing many public schools with fine teachers for primary school children. These ladies, today, represent a portion of the alumnae and friends who still seek to occasionally gather and retain old friendships.

Operators Fred Rhodes and Mike Buck provided the group with a memorable experience with historical anecdotes, complimented with current operations and happy reminiscences of trolley days gone by. Indeed, then, was this day both normal and yet special.

Mike Buck



Miss Wood's Alumnae charter group (above) was just one of many who swelled the charter attendance to well over 3,000 passengers this past summer (photo by Mike Buck).

TCRT STREETCAR 1508 STRIPPED

On Saturday, August 16, five MTM members, Loren Martin, Phil Epstein, Ray Bensen Sr., Walt Hotvet, and Mike Buck caravanned northeast to Danbury, Wisconsin to salvage selected parts from ex-TCRT steel-sided streetcar No. 1508 (Minnegazette, July-August 1980).

Although numerous brass fittings, seat frames, and window sashes were gleaned from the car, of prime importance was the recovery of three ceiling panels that are crucial to the restoration of 1300's damaged roof interior.



Car 1508 is currently located on the property of Mr. Day Oakes, and through the efforts of MTM member Loren Martin had been persuaded to donate these much needed items to the museum. Over the years, 1508 had become a workshop for Mr. Oakes and recently appears to have been relegated to the role of a storage shelter for various and sundry items.

Phil Epstein, Mike Buck



Mr. Oakes' pet goat pays Ray Bensen Sr. (foreground) and Walt Hotvet a visit, ready to eat any spare parts of 1508 left behind. Rear of 1508 is at right. Upper photo: Interior of 1508 (both photos by Phil Epstein).

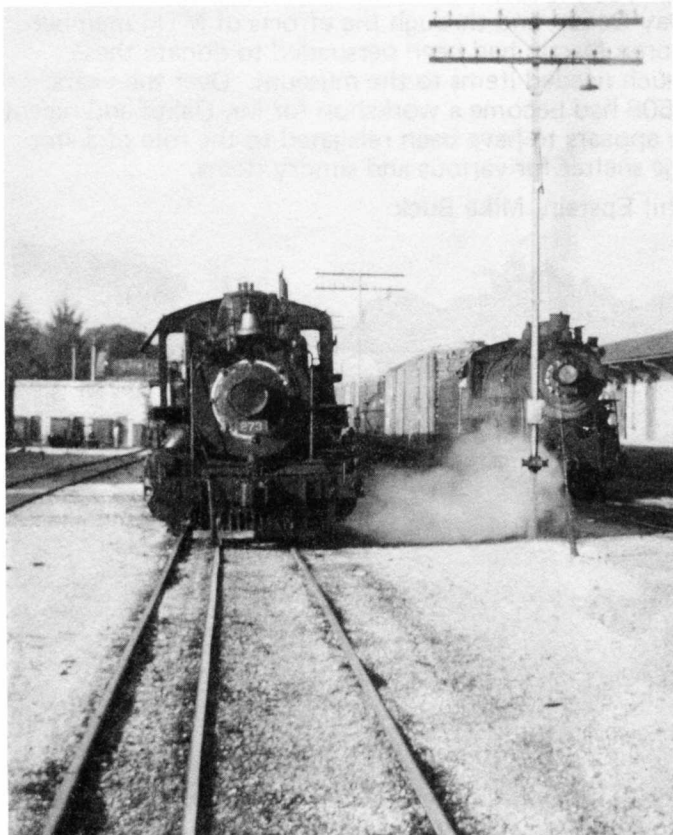
SPECIAL MTM TOKENS STILL AVAILABLE

A few years ago, some special commemorative Como-Harriet Streetcar Line tokens were given to the MTM. They are much larger than the standard tokens normally used at Lake Harriet, measuring 22mm (about 7/8") in diameter. They are in mint condition and have a bright, brass-colored finish. (Note regular Lake Harriet token at left in photo for size contrast.)



Although the special tokens actually are valid for a ride on the car, they were intended to be sold as collector's items to raise money for the improvement of the Lake Harriet line. Their availability hasn't been mentioned lately, but we still have a good number of them left. They are priced at \$1.00 each.

You may order them from Dave Norman, 3007 E. 24th St., Minneapolis, MN 55406. Please enclose a stamped self-addressed envelope with your order. Make checks payable to MTM.



Narrow-gauge steam engine No. 273 on dual-gauge track in Puebla, Mexico, a city about 65 miles south-east of Mexico City (photo by John Hemak).

OLD MSR HORSECAR TOKEN

An old Minneapolis Street Railway Co. horsecar token recently was passed around (very carefully) to some members. The token belonged to the father of Ken Thompson, a neighbor of member Bill Graham.

The brass token is about 7/8" in diameter and has an embossed figure of a horse and car and "GOOD FOR ONE FARE" on one side and "MINNEAPOLIS STREET RY. CO." on the other.



MTM FEATURED IN "MODERN TRAMWAY"

MTM has gone international! The museum was featured in the August issue of **Modern Tramway**, a London-based international light rail transit magazine.

Modern Tramway is a 40-page monthly magazine that reports on the latest light rail transit developments and installations around the world. The magazine publishes letters, book reviews, and news from museums as well. Noting that MTM had never been featured in the magazine, George Isaacs suggested that the museum send them a story.

We sent **Modern Tramway** an 800-word writeup, a photograph of streetcar 1300, and one of our Como-Harriet brochures. Within a couple of months there we were, a two-page story of MTM for the world to see, including the map from the back of our brochure showing everyone how to get to Lake Harriet!

Due to many requests, we have reprinted the story, actual size, on the next page. In comparing the printed story with the copy that we sent, it is interesting to note the differences between the American and British wordings.

For instance, our wording of "double-truck" cars was changed to "bogie" cars, "streetcar-oriented" to "rail-oriented", "46,000 lbs" to "20.5 tonnes" (metric tons), "gas" engine to "petrol" engine, "downtown" Minneapolis to "central" Minneapolis, "3:30 pm" to "1530", "charter" service to "private hire" service, "certified" to "authorised", and "turnarounds" to "turning loops".

We at MTM wish to thank Mr. J. H. Price, Historical Editor of **Modern Tramway**, for giving us all of the space we asked for to tell the world about our fine museum.

American readers can subscribe to **Modern Tramway** through Sky Books International Inc., 48 E. 50th St., New York, NY 10022 at the annual subscription rate of \$16.50. Copies of the August 1980 issue containing the MTM article are available directly from the publisher for \$2.85 (\$1.10 for the magazine plus \$1.75 for postage and changing cheques). The address: LRTA Publications (Retail), 13A The Precinct, Broxbourne, Herts, EN10 7HY, England, UK.

Museum News

H. RHODES

THE Minnesota Transportation Museum, Inc (MTM), a non-profit, educational institution was formed in 1962 for the purpose of restoring and operating vintage rail equipment for education of the general public and for them to enjoy as a reminder of days gone by. The impetus for the formation of this organisation was the need to save one of the last two operating standard wooden streetcars from being scrapped. A bit of history of streetcar operations in Minneapolis and St Paul is necessary to introduce the MTM's current operation.

The Minneapolis and St Paul, Minnesota area (better known as the Twin Cities) began horsecar service in the 1870s. The cities and horsecar service grew rapidly. Electric cars replaced horsecars by the early 1890s. The Minneapolis Street Railway Company and the St Paul Street Railway Company merged in 1892 into the Twin City Rapid Transit Company (TCRT), a privately-owned company that remained as such until taken over by the publicly-owned Metropolitan Transit Commission in 1970.

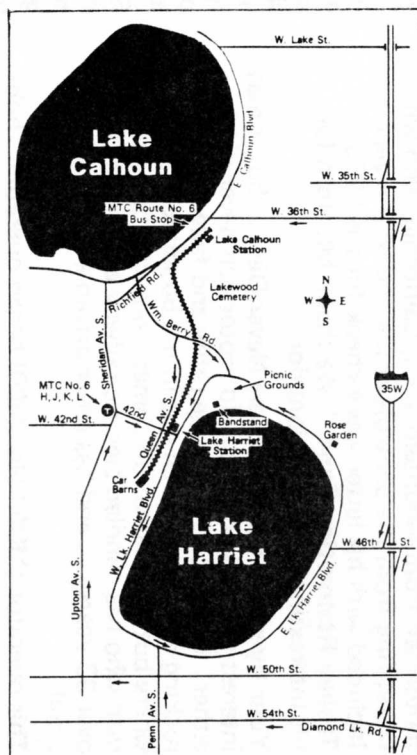
By 1898, as the demand for newer and better service grew, TCRT, unable to find warm, sturdy, dependable streetcars to weather Minnesota's heavy snows and bitter winters, began building their own distinctive cars. Over the next 30 years, over 1200 48-passenger bogie cars emerged from the TCRT shops to run on the company's 523 miles of standard-gauge track. TCRT also built cars for Duluth, Seattle, Spokane and Winnipeg.

The rail-oriented management of TCRT was replaced in 1950, and conversion to bus operation was begun in earnest and completed in mid-1954. The Minnesota Railfans Association saved from the scrap-heap one streetcar, No 1300, a 1908 48-passenger model weighing 20.5 tonnes and put it into storage. The car is 46 ft long, 9 ft 2½ in wide, and 11 ft 5 in high. It is powered by four GE 203G 50-hp motors.

In 1963, MTM brought the partially-restored No 1300 out of storage for several weekend runs in a railway yard in St Paul. Power was provided by a petrol engine coupled to a rewound Duluth trolleybus motor, generating at about 550 volts. This generating set, mounted on a four-wheel cart, was towed behind the streetcar. The twin Cities welcomed back an old friend by the thousand. A search for a permanent operating site for No 1300 followed.

In 1969, the MTM enquired about a section of abandoned TCRT rail right-of-way in a scenic wooded area between Lake Harriet and Lake Calhoun, about four miles south-west of central Minneapolis. This right-of-way first received rail in 1880 for a narrow-gauge steam motor line. Electric cars took over the line in the early 1890s on standard-gauge track and operated on the line until abandonment in 1954, at which time the rails were taken up. Fortunately, about 3000 ft of right-of-way, owned by the Minneapolis Parks and Recreation Board, remained intact.

With full permission from the Park Board, 1200 ft of trackwork were completed by MTM volunteer labour in 1970, and in 1971 a small car house was built under a road bridge and No 1300 was moved to its new home near the shores of Lake Harriet. On August 28 1971, No 1300 began carrying passengers on the famous "Como-Harriet"



AUGUST, 1980

line once again on about a quarter-mile of track using the petrol-engine generator set for power.

In August 1973, a rectifier substation was built and installed, overhead wire was strung, and No 1300's trolley touched wire. No 1300 is a single-ended car, as were most of TCRT cars, which necessitates operating backwards with the 7-inch trolley wheel leading. The maximum speed is 18 miles/h in full series.

By 1977, the track was extended to its current length of 4670 feet, connecting Lake Harriet with Lake Calhoun. The track is constantly being upgraded with new ballast and by realigning to keep it in first class condition.

During the past year (1979) the Como-Harriet line carried over 50 000 passengers during the operating season from mid-May to the end of October. Service is daily, on weekday evenings from the last weekend in May until the first weekend in September, from 1530 until dusk on Saturdays and from 1230 until dusk on Sundays and holidays. Weekend-only service is provided in September and October. Private hire service is also available.

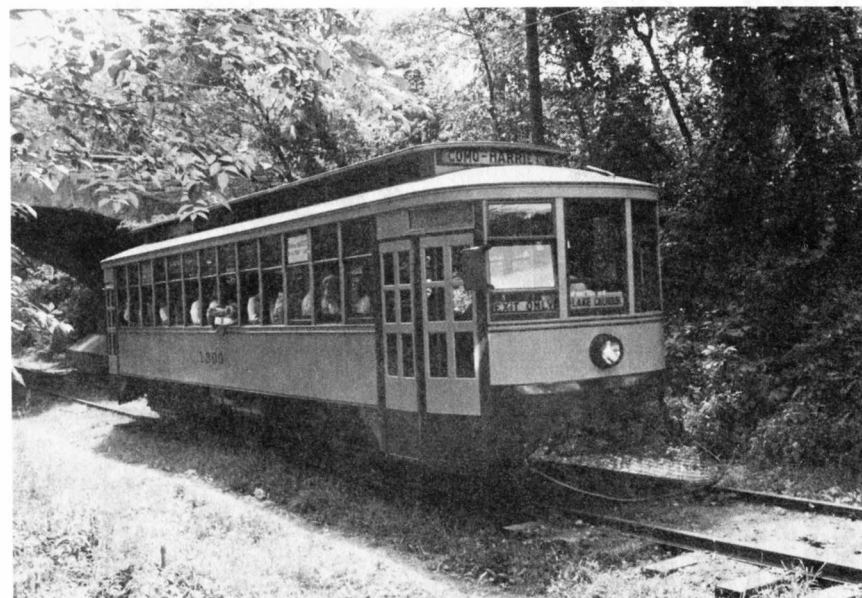
A crew of three operates the line at all times in shifts of three to four hours. Two members are aboard the car—one at each

end. The third crewman remains on the boarding platform at 42nd Street, dispenses tokens, and flags the car across the line's single street crossing. Members rotate positions within each shift.

About 60 to 80 members are authorised to operate the car out of a total membership of 300 members worldwide. A member is authorised to operate the car if he or she is 18 years old, has a driver's licence, and completes operator training sessions. Each operator is re-authorised annually.

Since 1962, the MTM has acquired and is restoring several items of equipment such as old streetcars, locomotives, passenger and freight cars, and motor buses. In 1978, MTM restored No 100, the "Dan Patch", the first commercial internal-combustion/electric locomotive built in the United States (in 1913).

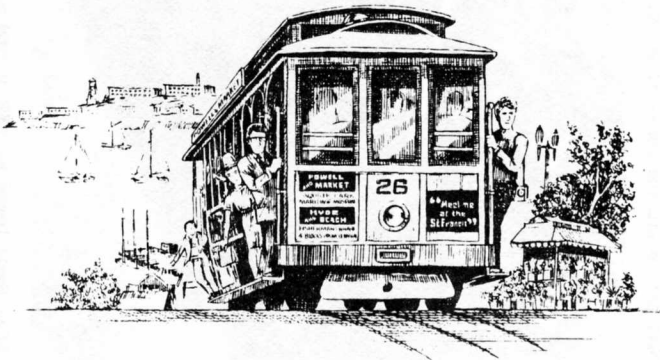
Future plans call for extensions, the addition of a second car to the line, and the installation of turning loops at each end of the line. Other projects include the purchase and operation of a steam railway line at another location. That location would also be the site of a museum display area for MTM memorabilia. The address for correspondence is Minnesota Transportation Museum Inc, Box 1300, Hopkins, Minnesota 55343, USA.



Twin Cities Rapid Transit No 1300 of 1908 on the restored one-mile Como-Harriet line in South Minneapolis.

STREETCAR BOAT "MINNEHAHA" UPDATE

The 1906 TCRT streetcar boat **Minnehaha** which was fished out of Lake Minnetonka on August 29 (Minne-gazette, Sept.-Oct. 1980) will stay out of the water this winter. Fearful that the water-logged wood would split during freezing weather this winter, it was suggested that the best place to keep the boat was deep in the lake again. Instead, the boat will be "winterized" by being sprayed with a solution of alcohol and lindseed oil. Groups in the Lake Minnetonka area are still intent in restoring the **Minnehaha** completely.



OLD MOTORMEN NEVER DIE . . .

Ed. Note: MTM received this letter from a lifelong motorman from Mountain View, California, who will be retiring from the controls at the end of the year. Included with his letter was a check for the "265 Trolley Restoration Fund." We thank Mr. Horn for his interesting letter and donation.

Your flyer says **Old Streetcars Never Die . . .** but it may interest you to know that old motormen never die either! Oh, to be sure, some retire and fade away in a rocking chair on a porch out in the boondocks somewhere but your donation comes from an active motorman who has handled electric railway equipment for over 33 years . . . and has **never** driven a bus in all that time!

This operator (MUNI No. 2960) began operating "hoble-skirt" cars back in Brooklyn, NY in 1947, went through Peter Witts and on to the first PCC car ever built (B&QT No. 1001), the only Clark Equipment PCC (No. 1000) ever manufactured, old Brooklyn elevated railroad cars, BMT subway cars, IND subway trains on the New York City Transit System.

Retiring in 1969, I moved to California and began training in as a cable car conductor up and down the hills of San Francisco between Market Street and the famous Fisherman's Wharf.

After completion of training, I transferred over to the PCC cars operating on the streets of San Francisco and was motorman on No. 1040, the last PCC built in the United States, and which is still in operation. For three

months I was granted a leave-of-absence to try out on BART (Bay Area Rapid Transit) where I operated the newest rapid transit line in America. I returned to MUNI and was assigned my own personal trolley (ex-Toronto PCC) No. 1190 which I operated over all the lines. Within the past month, this car was shipped to the California Railway Museum at Rio Vista, CA.

On June 8, I began operating America's newest trolley, the Boeing-built LRV on the "K" line in two-car trains and for the second time in my career am operating railway cars **under** the same street that I operated **on** formerly. By the end of the year, I will be retired from operating trolleys but will continue to ride over rails on my specially-built Light Inspection Car touring over abandoned freight trackage and the waterfront railway trackage of San Francisco.

Prior to the opening of the new MUNI-METRO, I had the task of cleaning up the tunnel rails for signal contacts and used an 1897-built rail grinder with a "K" controller and hand brakes. It is the only car to enter the tunnels using a trolley pole although all of the overhead is wired and prepared for pantograph operation. This necessitated changing the pole from wire to wire at electrical section points and since the switching system was inoperative, meant that all switches had to be hand-cranked before going over crossovers and junction points.

Having lived through the period of the greatest changes in the transit industry, I recorded these changes for 43 years in New York City on 16mm movie film and today have a collection of over 200,000 feet of motion picture film done not only in my own movie camera but copied from thousands of feet of film shot by other amateur filmmakers on 8mm and converted to 16mm size.

Today, I am copying hundreds of feet of film from the archives of Hollywood and elsewhere to round up the largest collection of its kind in existence which will be shown for fund-raising purposes to nonprofit historical and railway groups around the U. S. beginning hopefully in 1981. Eventually, the whole collection will be presented to the U.S. Archives as a record of my life and times.

So, as you can see, old streetcars never die . . . and old motormen don't either! They just switch or transfer to another line. Yet, I have observed the railfan photographing car after car, all looking alike except for a numerical designation on their dash, but they never photograph the men who make these charming vehicles come alive. The cars may get a new coat of paint but the motorman gets gray hair and wrinkles on his face but he is ignored in the hundreds of rolls of film that are exposed. Sometimes I feel that perhaps I should cover up all of the car numbers sitting in a yard and the photographer can spend the rest of his days wondering what cars he does have on his 3/4 views which are all alike, except for the locale. Anyway, best of luck in your restoration and may the first trip of old 265 be operated by a retired motorman!

George E. Horn
1075 Space Park Way
Mountain View, CA 94043



MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

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